

CONSTRUCTION NOTES:

- 1. WORK TO INCLUDE CONSTRUCTION AND INSTALLATION OF NEW 115# (MINIMUM), #10 TURNOUT WITH SAMSON SWITCH-POINTS AND STOP RESTS. ALL OTM INCLUDING ANCHORS, TIES, WELDING AND BOLTS SHALL BE INCIDENTAL TO THE TURNOUT PAYITEM.
- 2. ALL SWITCHES AND SWITCH COMPONENTS SHALL BE WELDED AND LAGGED DOWN EXCEPT THE FROG AND SWITCH POINT.
- 3. SWITCH TIES SHALL BE PERPENDICULAR TO THE STRAIGHT SIDE RAIL CENTERLINE TO WITHIN 1" TOLERANCE MEASURED FROM THE GAGE SIDES OF RAIL.
- 4. MINIMUM 14" TIE PLATES ARE TO BE USED IN ALL TURNOUT CONSTRUCTION.
- 5. ALL SWITCHES MUST BE EQUIPPED WITH THE APPROPRIATE REFLECTORIZED TARGET. TARGET ASSEMBLIES WILL BE PROPERLY ADJUSTED TO DISPLAY GREEN WHEN THE SWITCH IS LINED FOR THE NORMAL ROUTE.
- 6. ERGONOMICALLY DESIGNED SWITCH STANDS ARE TO BE USED ON ALL TURNOUTS.
- 7. POSITION THE HANDLE TO BE ON THE FROG SIDE OF THE SWITCH STAND WHEN THE SWITCH IS LINED IN THE NORMAL POSITION.
- 8. THE SWITCH STAND MUST BE SECURELY BOLTED OR LAGGED TO THE HEAD BLOCK TIES.
- 9. TAMP TURNOUT TIES FIRMLY THROUGHOUT THE ENTIRE LENGTH AND RUNOFF TO THE BODY OF THE TRACK.
- 10. ALL TIES IN THE TURNOUT SHOULD BE BOX-ANCHORED WHEREVER POSSIBLE. THIS INCLUDES WHEN ANCHORS ARE APPLIED TO ONLY ONE RAIL, ANCHORS ARE ALSO REQUIRED ON THE OPPOSITE SIDE.
- 11. RAIL ANCHORS SHALL BE APPLIED TO THE GAGE SIDE OF THE RAIL EXCEPT WHERE INSUFFICIENT CLEARANCE RESTRICTS THE USE OF THE ANCHOR OR APPLICATION TOOL. IN THIS CASE, ANCHORS SHALL BE APPLIED FROM THE FIELD SIDE OF THE RAIL WHERE CLEARANCE PERMITS.
- 12. AUXILIARY TRACKS SHALL BE ANCHORED 100 FEET FROM THE SWITCH COMPONENTS.
- 13. IN CWR TERRITORY, EVERY CROSS TIE SHALL BE BOX ANCHORED FOR 200 FEET AHEAD OF THE HEAD BLOCK AND 200 FEET BEHIND THE FROG ON EACH WELDED TRACK AND EACH SIDE OF THE TURNOUT.
- 14. INSTALL SWITCH ROD AND CONNECTING ROD BOLTS WITH THE NUT ON THE UPPER SIDE TO PERMIT READY INSPECTION OF THE COTTER PIN WITH THE EXCEPTION OF THE CONNECTING ROD BOLT UNDER THE SWITCH STAND, WHICH SHALL BE INSTALLED WITH THE HEAD ON THE UPPER SIDE.
- 15. SPIKING IN TURNOUTS MUST FILL ALL SPIKE HOLES IN THE PLATE, UP TO A MAXIMUM OF 6 SPIKES PER PLATE.
- 16. LUBRICATE THE SWITCH STAND, PLATES, CONNECTING ROD BOLTS AND RBM FROGS PROPERLY AFTER ASSEMBLY.
- 17. CONSTRUCTION INCLUDES PROPER LUBRICATION, ADJUSTMENT, AND INSTALLATION OF ALL SPIKES AND COTTER KEYS AS DIRECTED BY SKOL MANAGERS.
- 18. COMPROMISE JOINT BARS SHALL HAVE MATCHED BARS, I.E. LH/RH AND SHALL BE A MINIMUM OF 30" IN LENGTH AND BE OF SOUND DESIGN AND DIMENSIONS TO MATCH RAIL SECTION PER SKOL SPECIFICATIONS.
- 19. VERIFY THE DISTANCE BETWEEN GAGE SIDE OF THE FROG AND BEARING SIDE OF THE GUARD RAIL AT 4'-6 5/8"
- 20. UPON COMPLETION OF FINAL TRACK SURFACING AND REGULATING, THE CRIBS OF TIES UNDER THE SWITCH POINT SHALL BE CLEARED OF BALLAST TO MID-TIE AND ALL RODS FREE TO MOVE AS INTENDED.

DISPOSAL NOTES:

- 1. THE PROPER REMOVAL AND DISPOSAL OF RAIL AND OTM SHALL BE DETERMINED BY THE ENGINEER AND ADDRESSED AS INCIDENTAL TO THE CONSTRUCTION PAYITEM BY THE CONTRACTOR.
- 2. ALL PACKAGING MATERIAL, TO INCLUDE SPIKE KEGS, ANCHOR BAGS, TIE BANDING, AND PALLETS, SHALL BE PLACED AT LEAST 25 FEET FROM THE NEAREST LIVE TRACK AND AT THE NEAREST CROSSING. THESE MATERIALS SHALL ALSO BE PILED SEPARATELY FROM OTHER DISPOSAL MATERIALS OR OTHERWISE PROPERLY DISCARDED.
- 3. CARE SHALL BE TAKEN TO NOT DAMAGE ANY SALVAGEABLE MATERIAL.

REV DATE BY SUB WATCO

WATCO
ENGINEERING STANDARDS
TYPICAL NO. 10 TURNOUT
GENERAL CONSTRUCTION NOTES
FOR MAINTENANCE OF WAY PROJECTS

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STANDARD DRAWING ENG. 5000.1020

REVISION REV-01 SHEET NO. 02 OF 02

SCALE NTS

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